

WINE AND SPIRIT MERCHANT.
CHAZALON & Co.
MAKERS AND FRENCH PRESERVES IMPORTERS
QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1846

GRAND PRINCE PARIS 1900
The Highest Possible Award
Joseph Gillott's
PENS
Of Highest Quality, & Having Greatest
Durability, and Therefore
CHEAPEST.
The only Award (Chicago) 1900

No. 13,526

號一十月八年六零百九千一英

HONGKONG, SATURDAY, AUGUST 11, 1906.

日二十月六年午丙

PRICE, \$3.00 Per Month

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU
AND THE CELEBRATED
KULMBACHER BIER.
Per Case of 6 doz. pils. \$18.00.
Per Case of 4 doz. qts. \$18.00.
MACWEN, FRICKEL & CO.,
1815 3, DUDDELL STREET.

Intimations.

WHO'S WHO

IN THE
FAR EAST.

THE
ONLY BOOK OF REFERENCE

BIOGRAPHICAL
OF THE
PROMINENT MEN OF
THE FAR EAST

IS NOW IN SALE

Price \$10.

FORWARDED TO ANY ADDRESS.

OBTAINABLE FROM THE PUBLISHERS—

S. QUEEN'S ROAD CENTRAL.

Hongkong, July 10, 1906.

THE KWANG TUN MERCHANTILE
ADMINISTRATION OF THE
YUE-HAN RAILWAY CO., LTD.

TENDER on 5 FIRST-CLASS, 5 SECOND-
CLASS and 10 THIRD-CLASS COACHES,
2 BAGGAGE CARS and 2 DUMP CARS
capacity 5 cubic yards. The coaches are to
be the same style as the first and second
class coaches of the SAM-SHUI DIVISION
with the exception of the length
which will be 60 ft. over end sills.

The Third class Coaches are to be the
same as the Second-class Coaches with the
exception of the interior finish and the seats to
run longitudinally—the sides and double end
seats of the coaches will be required to state the
net cost and time of delivery FREE along-
side the Wharf—WONG SHA. Tenders
will be OPENED in the HEAD OFFICE,
CANTON, on the 23rd day of August,
1906, at 11 a.m.

The Company reserves the right to reject
any or all bids.

CHANG TO CHAI,
President.

Hongkong, August 10, 1906. 1597

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

IN accordance with Article XVI Section
7 of the ARTICLES OF ASSOCIATION
the General Managers have this day
declared an INTERIM DIVIDEND for the
half-year ending 30th June, 1906, of
SEVENTY-FIVE CENTS per Share pay-
able to all Shareholders whose names are
on the register on that date.

DIVIDEND WARRANTS may be
obtained on application at the Office of the
Company on and after FRIDAY, the 3rd
August.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, August 1, 1906. 1547

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND
SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'CARMICHAEL', HONGKONG.
A.C.C. Code, 4th Edition.

Liège's Standard Code.
TELEPHONE, 232. 548

'JANUS'

LIFE & ANNUITY INSURANCE CO.,
HAMBURG.

ESTABLISHED 1846.

ASSETS PER 31st DECEMBER, 1904.
Mk. \$3,400,000—equal to 22,600,000.

THE UNDERSIGNED, having been
appointed GENERAL AGENTS of
the above Company for Hongkong and
China, are prepared to accept LIFE and
ANNUITY INSURANCES, as well as to
issue ACCIDENT POLICIES at the most
liberal terms ever offered in the East.

48
SIEMSEN & CO.

'IS CHRISTIANITY WORTH

INTRODUCING INTO CHINA'

Reprinted from the 'CHINA MAIL.'

To be had at the 'CHINA MAIL' Office,
5, WYNDHAM STREET.

Price 50 Cents.

Business Notices.

INNES' PATENT METALLIC ZINC POWDER.

THE RELIABLE PREVENTATIVE
OF CORROSION IN BOILERS.

W. S. BAILEY & CO., Sole Agents.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,563 tons, Captain H. D. Jones.
s.s. POWAN, 2,538 tons, Captain W. A. Valentine.
s.s. PATSHAN, 2,520 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSAN, 1,955 tons, Captain J. J. Losdus.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 2.30 p.m. and 5.30 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mail, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. LUNGSHAN, 1,998 tons, Captain T. Hamilton, R.N.R.
Departures from Hongkong to Macao on week days at 9 p.m., except when otherwise
notified by Express. Sunday Special Excursions, leaving Hongkong at 9.30 a.m.,
and a Second Departure about 7 p.m.
Note: During the Summer Months the time of leaving fluctuates to suit the tide
at Macao. See Special Summer Time-table.
Departures from Macao to Hongkong on week days at 8 a.m. On Saturdays a second
departure about 7 p.m. On Sundays about 3 p.m. (See Special Express).

Canton-Macao Line.

s.s. LUNGSHAN, 1,998 tons, Captain T. Hamilton, R.N.R.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE LING-CHOW STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Willor.
s.s. NANNING, 589 tons, Captain C. Barchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the:—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSON, (First Floor), opposite the Hongkong House.

or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

MEE CHEUNG, PHOTOGRAPHER

(Ice House Lane).

JUST arrived a New Stock of PLATES, FILMS, BROMIDE, GASLIGHT, SELF-
TONING and PLATINOTYPE PAPERS.

Amateurs can have their prints finished in any of the above processes.

Hongkong, August 11, 1906. 1178

N. LAZARUS,

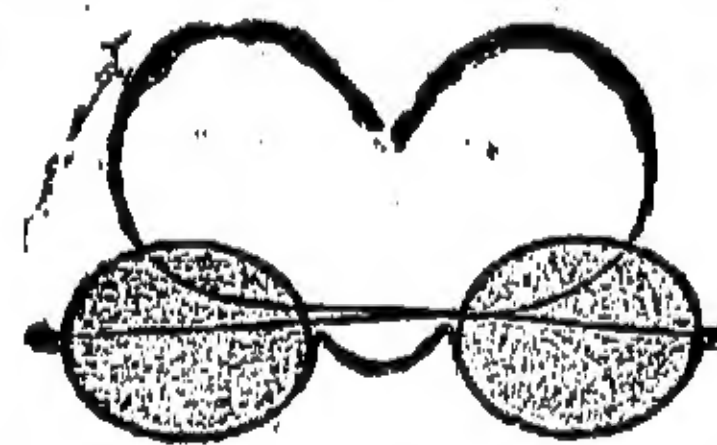
OPTICIAN.

No. 5, PEDDER

STREET

(UNDER HONGKONG

1227 HOTEL).



SIGHT TESTED

FREE

LENSES GRIND.

REPAIRS

A SPECIALITY

Tailors.

R. HOUGHTON,

NAVAL, MILITARY AND CIVIL

TAILOR.

10, QUEEN'S ROAD CENTRAL.

Hongkong, June 8, 1906. 1190

FOR CANTON.

THE new and fast Twin-Screw Steamer
SAN CHEUNG.

551 Tons, Captain J. McGinty, will leave
for Canton at 9 p.m. on SUNDAYS,
TUESDAYS and THURSDAYS and return
to Hongkong on the following days leaving
Canton at 5 p.m. Excellent accommodation.
Electric Light, and perfect cuisine. Wharf
at Hongkong near Harbour Office.

First-class Fare \$3 each way. Second-
class, \$1.00 each way. Meals, \$1 each.
Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LTD.,
No. 128, Connaught Road Central. 760

HONGKONG-MACAO LINE.

S. S. 'WING CHAI'

Captain L. Austin, R.N.R.

THIS Steamer departs from Hongkong
on WEEK DAYS at 7.30 a.m., and
on SUNDAY MORNINGS at 7.30 a.m.,
and return from Macao on Week Days
at 2.30 p.m., and on Sundays at 2.30 p.m.
FARES:—Week Day 1st Class, including
cabin and servant, Single \$3. Return
Ticket \$5. 2nd class \$1. 3rd Class 50 Cents.

On and after SUNDAY, the 26th Inst.,
(inclusive) the SUNDAY FARES will be:—
1st Class Single \$1.00, with Cabin \$2.00.
1st Class Return \$2.00, with Cabin \$3.00.
3rd Class Single 40 Cents, Return 60 Cts.
Steerage 20 Cents each trip.

Any Meals can be supplied on Board at
a charge of \$1.00 per Meal.

First-class Passengers who do not care
to return on the Excursion Sunday, will be
allowed to do so the following day (Mon-
day) on production of the Return Half
Ticket. Should the Steamer not run on the
Monday, owing to the Boiler Cleaning, due
notice will be given by the Captain, and the
Half Ticket will be available for the follow-
ing day. The Ship is lit throughout by
Electricity.

The Steamer's Wharf at Hongkong is at
the Western end of Wing Lok Street.

SAM WANG COY.
51, Queen's Road Central.
Hongkong, June 22, 1906. 1084

Business Notices.

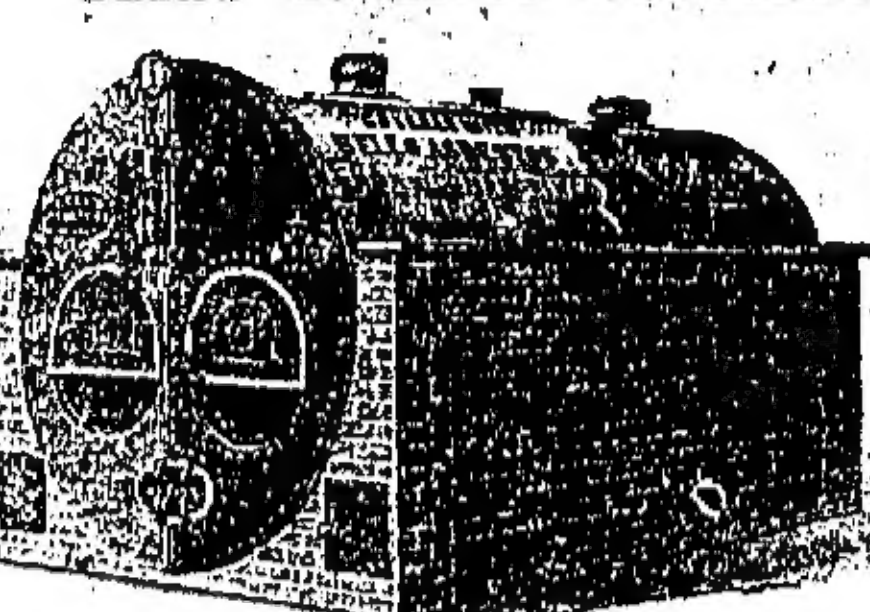
BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VUEUX ROAD.

LANE, CRAWFORD & Co.

A 5 or 10 Catty Box con-
stitutes one of the most
acceptable Presents to those
at Home



Without doubt this is

the Finest Blend of

TEA at the Price, to

be had in China.

LANE, CRAWFORD & Co.

ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED

FOOCHOW TEA.

PRICES:

Including Freight, and Delivery to any address in the United Kingdom.

Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
MODERATE TERMS AND NO EXTRAS.
H. HAYNES, Manager.

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER. 1895

CHAMPAGNES

FROM

CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.

SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906. 460

THE OLIVER TYPEWRITER

VISIBILITY.

SIMPLICITY.

DURABILITY.

UNRIVALED FOR DUPLICATING.

WAITING IN SIGHT.

UNIVERSAL KEYBOARD.

GRANT & LESLIE,
GENERAL AGENTS
FOR HONGKONG & SOUTH CHINA.

Hongkong, April 21, 1906. 726

CARLTON HOUSE HOTELS.

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS APPLY TO THE MANAGER. 804

CAMPBELL, MOORE & CO.,

LIMITED.

JUST RECEIVED NEW

POWDER,

PERFUMERIES, SOAPS,

HAIR FRAMES,

HAIR PINS,

&c., &c., &c.

EAST PRAYA RECLAMATION

SCHEME.

AS PROPOSED TO THE HONGKONG

GOVERNMENT AND THE MARINE

LOT-HOLDERS BY SIR PAUL

CHATER.

The Full Details Printed in Pamphlet Form.

Copies may be had at 'CHINA MAIL' Office,
5, Wyndham Street.

Price 50 Cent each.

'REFORM IN CHINA'

BEING a letter addressed to Lord

Admiral Lord CHARLES BERESFORD,

O.B. M.P. And an article in reply to

CHINA: 'THE SLEEP AND

AWAKENING.'

To be had in pamphlet form at the

'CHINA MAIL' Office, 5, Wyndham Street

Price..... One Dollar

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

ARE SHOWING

NEW VOILES, MUSLINS, etc.

THIN SUMMER TWEEDS

and FLANNELS.

DRESSMAKERS, MILLINERS, GENERAL DRAPERS.

LADIES' AND CHILDREN'S SHOES.

HOTEL BALTIMORE

2, WYNDHAM STREET.

FIRST CLASS HOTEL under European Management. NICELY FURNISHED.

AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS.

EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.

TERMS REASONABLE. Apply to THE MANAGER. 1161

VICTORIA DISPENSARY

SOLE AGENTS FOR

V. R. O. LIQUEUR WHISKY

(Square Bottles) per doz. \$15.

'NESTOR' DISINFECTING FLUID

In 1 Gallon and 5 Gallon Tins.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906. 449

LEE LOONG & CO.,

FURNITURE STORE

No. 14, QUEEN'S ROAD CENTRAL

(Next Door to H. PRICE & Co.)

A Large Kind of FURNITURE, CARVED (ANTON BLACKWOOD, CROCKERY and GLASS

WARE, KITCHEN UTENSILS, etc., etc.)

AT MODERATE PRICES. 118

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

A LOT OF SECOND-HAND BOOKS.

On Various Subjects, at Low Prices, always on Sale.

A LARGE QUANTITY OF COLONIAL EDITIONS OF RECENT NOVELS.

At 60 Cents Each; or 100 for \$50.00; All Clean Inside.

JUST LANDED—NEW STOCK.

Tennis Nets, Post Cards—Hongkong, &c.

Slazenger's Tennis Balls—E. G. M. and Doherty

Rackets.

Files with Perforators Attached.

'ROSBACH'

'EMPRESS OF TABLE

WATERS.'

MIXES EXCELLENTLY WITH SPIRITS.

Telephone No. 15.

SOLE AGENTS

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS,

15, QUEEN'S ROAD CENTRAL.

DRINK - - -

THE ONLY GENUINE

'TANSAN'

WHICH BEARS THE NAME OF
J. CLIFFORD-WILKINSON.

BEWARE OF SPURIOUS
IMITATIONS

which are unpalatable and even
dangerous

Per Case of 48 Bottles \$8.50
Per Dozen Bottles \$1.70
Per Case of 100 Bottles \$8.50
Per Dozen Bottles \$1.15

TANSAN GINGER ALE

Experts Testify That

TANSAN
WHOLESALE AND
PALATABLE

GINGER ALE

Per Case 48 Bottles 97.75
Per Dozen Bottles 1.95
Per Case 60 Bottles 8.25
Per Dozen Bottles 1.30

SAMPLES ON APPLICATION

SOLE AGENTS

H. PRICE & CO.,

Wine and Spirit Merchants
12, QUEEN'S ROAD CENTRAL.

DON'T MISS!!

POWELL'S

SPECIAL SHOW

OF

SMART, UP-TO-DATE

BLOUSES,

BELTS,

MILLINERY,

SUNSHADES,

SKIRTS,

DRESS

FABRICS,

etc., etc., etc.

FIRST-CLASS GOODS

AT

MODERATE PRICES.

Wm. POWELL, Ltd.,

ALEXANDRA

BUILDINGS,

HONGKONG

The - - -

SAVOY,

LIMITED.

JUST
RECEIVED

FINE LINE

OF

Untrimmed -

Hats. - - -

THE SAVOY, Ltd.

QUEEN'S ROAD
CENTRAL.

THE

OVERLAND

'CHINA MAIL'

ALL THE

LAST WEEK'S NEWS

POST IT TO YOUR

FRIENDS AT HOME

BY THE

ENGLISH MAIL, TO-MORROW.

CAMPBORINE DISINFECTING
FLUID.

FROM THE SANITARY DRY LIME
COMPANY, LIVERPOOL.

A EUCALYPTUS PREPARATION.

Non-Poisonous and Non-Corrosive.

A FRAGRANT AND MOST EFFECTIVE

DISINFECTANT.

Awarded the Gold Medal and Highest

Diploma, Antwerp Exhibition; and Silver

Medal and Diploma, Liverpool Exhibition.

Invaluable for Flushing, Watering and

Disinfecting Purposes, and Indispensable

for Nurseries, Baths and Sick Rooms.

To be had from -

Messrs H. RUTTON, J. BYRAM,

JEE & Co., JEEBHOY & Co., THE

MUTUAL STORE, TY SING, SANG

TAI, CHAN YUEN and also from the

Undersigned.

In 1 Gallon Tins and Split

Bottles.

In 1 GALLON TINS at \$2.25 per Tin.

In SPLIT BOTTLES at 15 Cts. per bottle.

AGENTS FOR HONGKONG AND SOUTH CHINA:

RUMJAHN & CO.,

2, FREDER STREET, HONGKONG.

Hongkong, August 1, 1906. 1548

S. MOUTRIE & Co.,

LIMITED.

HONGKONG,
SHANGHAI, TIENTSIN.

THE

'HUMANOLA'

PIANO

PLAYER

With Patent Attachment for

Transposing and especially

prepared for this climate.

PRICE

\$420

RENTALS DAILY.

SOLE AGENTS:

S. MOUTRIE & Co., Ltd.,

YORK BUILDINGS, CHATER ROAD.

Hongkong, August 4, 1906. 18



A. S. WATSON

& Co., Ltd.

WINE MERCHANTS

ESTABLISHED A.D. 1841.

CLARETS

	Per Case	Per Bottle
ST. ESTEPHE	\$ 8.00	\$ 9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.00	14.50
CHATEAU HAUT BRION		
LARRIVET	20.00	22.00
CHATEAU MOUTON		
D'ARMAILHACQ	24.00	26.00
CHATEAU PONTET		
CANET	28.00	
CHATEAU LA TOUR		
CANET	33.00	
CHATEAU RAUZAN	48.00	
CHATEAU LAFITE	64.00	

These CLARETS are specially
selected and obtained from
the LEADING FRENCH
GROWERS; they are of ex-
ceptional value and in fine con-
dition.

LA ROSE is a good sound
wine of exceptional value for the
money.

CHATEAU LA TOUR CAR-
NET, CHATEAU RAUZAN
and CHATEAU LAFITE are
recommended to the notice
of Connoisseurs as high-class
after-dinner Wines.

THE ABOVE PRICES ARE

SUBJECT TO

5 PER

CENT DISCOUNT.

A. S. WATSON & Co.,

LIMITED.

ALEXANDRA BUILDINGS

Hongkong, August 11, 1906.

BIRTH.

On August 11th, at "Formosa," the

Pak, Hongkong, the wife of Dr. F. O.

SREEMAN, of a Daughter.

MARRIAGE.

SHEPHERD-FORD. At St. John's Cath-

edral, on August 11, by the Rev. A. J.

Stevens, Joan, second daughter of Charles

Ford, B.A., and M. S. Ford, of Henlaze

near Bristol, to Edgar, eldest son of the

late Bruce Shepherd, I.S.O., Land Officer,

Hongkong.

MEMOS. FOR MONDAY.

Auctions.

2.30 p.m.—Auction of Miscellaneous

Furniture & Goods, at Mr. F. Klen's

Sale Rooms.

3 p.m.—Auction of Crown Lands at

Public Works Department's Office.

Miscellaneous.

Goods per *Caledonia* undelivered after

this date at Noon will be subject to

rent and landing charges.

Goods per *Errol* undelivered after this

date subject to rent.

Goods per *Gregory* undelivered

after 4 p.m. on this date will be landed.

General Memoranda.

TUESDAY, August 14.—

Noon—Meeting of Hongkong, Canton &

Macao Steamship Co., Ltd., at Co.'s

Office.

3 p.m.—Auction of Leasehold Property,

at Messrs Hughes & Hough's Sales

Rooms.

WEDNESDAY, August 15.—

Goods per *Benedict* undelivered after

this date subject to rent.

Goods per *Melle* not cleared at 4 p.m.

on this date subject to rent.

TUESDAY, August 16.—

2.30 p.m.—Auction of Household Furni-

ture, &c., at Mr. Geo. P. Lamont's

Sale Rooms.

FRIDAY, August 17.—

Goods per *Bence* not cleared at 4 p.m.

on this date subject to rent.

SATURDAY, August 18.—

Noon—Meeting of Shareholders of The

Hongkong and Shanghai Banking Cor-

poration, at the City Hall.

MONDAY, August 20.—

Noon—Meeting of Hongkong & Wham-

poa Dock Co., Ltd., at Co.'s Office.

The China Mail.

HONGKONG, SATURDAY, AUGUST 11, 1906.

INFANT MORTALITY.

Public attention in Great Britain has

become concentrated upon the awful

waste of infant life which is going on

and which, according to Dr. G. Newman

who has made a special study of the

subject, has been found to total 120,000

deaths annually. Put in another way,

one quarter of the annual deaths in

England and Wales are of children un-

der the age of twelve years. This is the

more awful as the general death rate of

the country is steadily declining, that

is to say fewer people per thousand are

dying within an annual period and the

average span of life is lengthening. This

means that the application of science

to living conditions, improved

buildings, hours of labour and better

food have given the adult who has

managed to struggle through the danger

zone of infancy a longer lease of life.

But while the adult has benefited from

the discoveries of science and the

general improvement of conditions there

has been no diminution in the in-

fant mortality. Indeed the singular

phenomenon has been observed

during late years that babies are

dying earlier and earlier, the number

that die almost immediately after

birth being simply appalling. To

some extent, but not to the degree

that is generally supposed, improper

treatment of infants contributes to the

alarming death rate. The chief cause,

in Dr. Newman's opinion, is the un-

fitness of either the father or mother,

or both, for the duties they have taken

upon themselves. This is the greatest

obstacle in the way of dealing effec-

tively with the problem. Were it

merely that ignorance on the part of

the parents of the treatment under

which their infants would most thrive

were responsible, it would be compara-

tively easy to start a campaign of

education which would in a few years

begin to have an effect. But, although

this is distinctly an Imperial question,

any interference by the Government

with the right of individuals to enter

into the matrimonial state is so utterly

opposed to all our ideas of freedom

that it is almost inconceivable. What

then is to be done? There appears to

be no satisfactory answer forth-

coming. The statistics show, as might

have been expected, that the mortality

in the towns is considerably greater

than in the country. It is possible

therefore that the steady improvement

of British towns and cities, the widen-

ing of streets and the creation of open

parks and gardens will operate in a

favourable direction. The problem is

a painful one and the shocking figures

which Dr. Newman has made public

more than justify the dogma of those

who declare that to persuade the

urban population to "get back to the

land" is the only cure for this, as well

as many of the other ills, which the

flocking of the rural population to the

cities has entailed upon us.

This is an age of strange precedents.

It is not unusual for a man who has

been condemned to death to use every

device in the way of petitions to

achieve a reprieve. Now, however

comes a story from the Paris cor-

respondent of the *Standard* which

exhibits a criminal steadily declin-

ing to be pardoned and demanding

that he should be executed. The

writer says:—Pierre Adam, a famous

Paris apache, is attempting to put an

end to a famous Paris custom, and it

seems probable that he will succeed.

The custom is that when a criminal is

condemned to death in Paris he is

never guillotined. Since the guillotine

THE YOUNG KONG PRISON
OUTBREAK.(From Our Correspondent.)
CANTON, August 11.

The usual official correspondence has been carried on between the local mandarin, and the gentry on the one hand and the Viceroy, on the other in regard to the outbreak from the prison in Young Kong, which we reported about ten days ago. The Viceroy points out that owing to the severer measures recently taken, the district had been more or less cleared of robbers, for those who were not in goal, were intimidated so that they hid themselves in the mountains. Now, however, all the work is undone at a stroke. He therefore orders that the officials who were responsible shall be at once relieved of their duties, and of their posts. They are directed however to the duty of re-arresting the men who have escaped. It is likely therefore that they will need little other work for the term of their natural lives. The orders, as to the fate of the deceased prisoners also, are very severe. These officials who were thus negligent are to be assisted by one Captain Ho and some troops, and the men who re-arrested are to be at once hanged. It would appear that they will not have a chance of a second attempt. Indeed according to the orders of His Excellency, determined action and vigorous search are to be the order of the day, and no discussion or debate as to the matter is to be further allowed.

REPORTING

Water Polo

87th COMPANY, R.G.A., DEFEATED.
The best match to date in the Hongkong Water Polo Competition took place yesterday afternoon at the V.P.C. between the 87th Company, Royal Garrison Artillery and the "P" team, V.R.C. The teams were:

87th COMPANY: Goal, Gunner Carter; backs, Gunner Donoghue and Flanagan; Puckler, Ward and Brotherton.
"P" TEAM: Goal, C. E. Hance, backs, P. M. Remedios and N. H. Alves; half, A. V. Barros; forwards, P. Lopez, C. Humphreys and J. W. Barnes.

The V.R.C. opened the attack and had the ball well towards the soldiers' goal, but good steady work by the 87th Company relieved the pressure and the game was transferred to the other end. The first half was fast and was generally in favour of the 87th Company, who played a very good game, and at the interval led by one goal to nil. Flooded work was scored.
In the second half the V.R.C. team altered its formation, sending Barros forward in place of Humphreys and the more was a good one, for without doubt Barros at half was wiser and Lopez (who was taking the place of H. C. Sayre) was marking a difficult man. Immediately Barros went forward a change came over the game. The civilians began to assume command, and Barros scored, making the game one all. A minute or so later C. Humphreys added a second goal. Though in arrears the soldiers were undaunted and kept on fighting hard. Ward from about half-way essayed a long shot at goal, which completely beat Hance and went inside, bringing the score again level. The pace began to tell on the soldiers and one or two were tiring a little. This gave Remedios a chance for he got away from his opponent and swam right into the goalmouth, scoring the third goal. Another goal by Barros concluded the scoring and the V.R.C. team won by four goals to two, after a fairly even match.

Of their showing the 87th Company should be proud. From start to finish they kept the V.R.C. team moving, and in the earlier stages of the game were the better team. The entire team played well, Brotherton and Ward particularly, while in goal Carter stopped some excellent shots.

For the V.R.C. team Barnes played the game of the day. In the first half selfish play marred the team's chances, and Barros in the rear line had little to do. The shooting of the team was very weak and the combination poor. In the second half Barros stood out above everyone else and the victory was due almost solely to him. C. Humphreys and N. H. Alves did not play as well as expected, being erratic. Remedios made a brilliant showing when he scored, and the two reserves (Barnes and Lopez) marked the men. Hance in goal was not as sure as usual; perhaps he needs practice.

Competition Table.

The point score is as follows, counting one for a win—	Won	Lost	F.A. Points
V.R.C. (A)	3	0	24.0
V.R.C. (B)	4	0	16.0
Yacht Club	3	0	17.1
87th Co., R.G.A.	2	1	15.5
Band, R.W.K.	1	1	7.10
Royal Engineers	1	1	7.8
G Co., R.W.K.	1	2	1.8
D "	1	3	1.1
A "	2	2	4.10
88th Co., R.G.A. retired	—	—	0

BOWEL COMPLAINT IN CHILDREN.
DURING the summer months children are subject to disorders of the bowels which should receive careful attention as the first unnatural looseness of the bowels appears. The best medicine in use for bowel complaint in Chamberlain's Colic, Cholera and Diarrhoea Remedy is its prompt control of any unnatural looseness of the bowels, whether it be in a child or an adult. For sale by all chemists and storekeepers.

BY WHARF AND WAVE.

A large number of people availed themselves of the P. and O. Company's invitation yesterday afternoon to pay a visit of inspection to the fine liner "Moldavia." Launches run frequently from Blake Pier out to the Kowloon wharves, where the "Moldavia" was berthed, and were always well loaded. The "Moldavia," needless to say, was much admired and on all sides the hope was expressed that when the time came to go home a passage by such a fine ship would be available.

A table showing the amount of tonnage under different flags is published by *Fortnightly*. The figures for these flags with a million tons and over to their credit are:

Steamers Sailing-ships	tons gross	tons net
British	16,166,748	1,444,348
United States	2,827,750	1,413,833
France	1,233,737	487,458
Germany	3,373,743	434,610
Norwegian	1,145,640	682,334

The British flag will be seen to be easily first but it should be mentioned, however, that of the tonnage under the British flag, over a million tons is owned and controlled by Americans, who are unable to place the boats under the United States flag. For instance, the fleet of the Morgan Combine, which was given in the last number, totals 129 vessels of 1,063,269 tons, and most of these vessels appear as "British."

The merchant ships in course of construction throughout the kingdom at the present time represent a total of 1,408,456 tons, which is within 4000 tons of the highest total ever recorded—that of September, 1912—and this notwithstanding that the tonnage of vessels launched within the past six months equals previous records, the total tonnage of vessels launched in the past three months being 475,000 tons. It is instructive to note the fluctuations in the trade activity over a few years. The highest total was recorded in 1901. Between September, 1901, and June, 1902, there was a serious drop from 1,413,600 tons to 1,129,682 tons. A year later the total had decreased to 1,028,099 tons. The lowest point was reached at the end of 1903, with a total of 838,478 tons. Since then there has been a steady increase, the total now being 57 per cent. higher than 23 years ago, and 7.7 per cent. higher than in July of last year. Shipbuilders, however, indicate that the booking of new orders has almost stopped, and it remains to be seen whether the collapse from the high level now reached will be as severe as in 1902, when in a few months the total work in hand decreased by something like 20 per cent.

The interesting point in connection with the distribution of the work now on, as compared with the date in 1901 when high-level was marked, is the fact that the Clyde shows an increase, while the North-east ports and Belfast, particularly the latter, experience decreases. For instance, there is 33 per cent. more tonnage now on hand at Greenock than in 1901, and at Glasgow 63 per cent. There are decreases at Belfast of 27 1/2 per cent.; at Hartlepool, of 15 per cent.; at Middlesbrough, of 7.2 per cent.; at Sunderland, of 5.6 per cent.; and at Newcastle, of 2.2 per cent. As compared with a year ago, the Clyde again shows a much better result than the other districts. Thus the 132 vessels building at Glasgow represent a total of 299,301 tons—20,000 tons, or 11 per cent., more than a year ago. At Greenock the sixty-four vessels make up the very high total of 228,629 tons, which is 29,000 tons, or 14 1/2 per cent., more than in June last year.

These two districts, therefore, seem to have about a year's work on hand; but it should be remembered that much of the tonnage is in an advanced condition, so that the actual state of the case is not so rosy. The North-East Coast districts collectively have 638,600 tons of work on hand, Newcastle coming first with 90 vessels, of 283,216 tons—97 per cent. better than a year ago; Sunderland has 62 vessels, of 179,864 tons—an increase in the year of 12 per cent. The Tees builders have 27 vessels, of 92,859 tons—44 per cent. more than twelve months ago; and Hartlepool 25 vessels of 81,816 tons—an increase of 27 1/2 per cent. The volume of warship work, however, is considerably less than formerly, and thus the comparison with a year ago works out as follows:—

	1906.	1905.
Merchant ships	1,409,456	1,301,407
E.M. ships: Dock-	—	—
yards	124,400	119,950
H.M. ships: Private	—	—
yards	122,165	125,049
Foreign warships	25,020	38,530
	1,679,071	1,579,877

It will thus be seen that the warship work being about the same as in June of last year, the grand total is still 100,000 tons more, which is quite a satisfactory condition; at all events, so far as the immediate future is concerned.—*Engineering.*

ONCE UPON A WOMAN IN EVERY HUNDRED INSURES HER OWN LIFE.

A RELIABLE REMEDY FOR DYSENTERY AND DIARRHOEA.

As the season is at hand, when diarrhoea and dysentery are prevalent, a reliable remedy should always be kept in the house for immediate use. The success of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the treatment of bowel trouble, has brought it into almost universal use and the following letter indicates it is giving satisfaction in South Africa. Mr. J. H. Morris, Chemist at George, Cape Colony, says: "I have stocked Chamberlain's Remedies for some years and find them thoroughly reliable, and in all cases answering the purpose for which they are intended. For sale by all chemists and storekeepers."

THE DIFFICULT CASE.

[BY HARRY PAINE.]

The two persons of the Dialogue are the Patient and the Doctor. The part of the Patient is played in the usual way. The Doctor has no actual representative on the stage; he is supposed to be present, and is supposed to speak; the vivacious with which he is realised will depend on the skill of the Actor who plays the Patient. In the prologue the part is assigned to the imagination of the audience.

The scene is the Library of a Country House. The Time is the Morning.

The Patient is seated at the writing-table in the Library. He is a young man, tanned, of healthy appearance, but a little worried and distraught in manner. He is writing on the Curtain as:

THE PATIENT.
"Whenever I gaze on Celia's golden locks—"
Now that's not at all a bad line, and runs you straight on into the next:
"Whenever I gaze on Celia's golden locks, I simply feel I—"
"My yes. I thought the pace was a bit too good to last. Golden locks. Let's see. Locks, crocks, fox, socks. No go. Try back. "Whenever I gaze on—, O—"
(He flings down his pen and rises from the table.)

Yes, and what am I doing it for? Same thing came over me yesterday and the day before. (Drags paper from his pocket.) "My Heart's Laid"—six verses. "To Celia's Eyes"—seventeen verses. And I'm supposed to be an officer and a gentleman. If my man found these when he was brushing my clothes, or if anyone in the regiment got to hear of it—well, I should simply have to leave the country. A mere girl could never have that effect on me; not if I were well. (Glances at his watch.) I only hope that when he does come he won't be afraid to speak out, as some doctors are. Even if it's anything mental, I'd sooner know it. But it seems a bit rough. All these years I've done my duty. (A pause.) Well, more or less. At any rate, I've never written a line of anything that could be called poetry, and let's be just as if I couldn't keep off it. Now it's "Whenever I gaze on—." Ah that's got it.

The Patient on his way to the writing-table is arrested by opening of door C. of imaginary entry of the Doctor, and goes quickly up to it. The Patient closes the door, goes through business of shaking hands, comes down, places two chairs and takes one, talking as he does so.

(The points at which the Doctor is supposed to speak are indicated by dots.)
Good morning, Doctor. This is very good of you. So you got my message all right—I hate these beastly telephones myself. Well, wouldn't you sit down?

It is, indeed. Mind, it looked a bit like rain this morning early. Still, you couldn't want a finer day than this is now.

Yes, I know I ought to be out with the others. But my shooting's gone right off. Yesterday I was perfectly ashamed of myself. But then that's only one symptom out of many. In fact, that's why I asked you to come round. I want you to tell me exactly what the trouble is.

No, I dare say I don't look ill, but you doctors know that one can't go much by looks.

The other symptoms? Well, there are lots of 'em. The worst is a kind of unsettled feeling. What I mean is this: When I ought to be thinking about other things, I'm not. See?

Well, I don't know how else to put it. The kind of thing that makes you forget which suit your partner discarded. Then, my sleep's not as good as it was. My appetite's falling off, too.

Now, that's a funny question. How am I to remember what I had for breakfast this morning. Let's see. Grilled sole. Couple of eggs. Curry—not much curry.

No, nothing else. Well, yes, a bit of cold grease. Not the whole bit, mind. Of course, you don't count toast, and marmalade, and things like that?

I don't see that at all. I didn't say that my appetite had gone altogether. I said that it was falling off. So it is. At the present moment, for instance, I've no inclination for food.

Certainly. Show me it with pleasure. (Puts on his finger.) I expected to see you perhaps, that I've no actual pain. Still, I suppose there could be some insidious form of indigestion, when a chap might not know—

What? Tongue's all right, is it? That seems queer. You'd like to feel my pulse. (Holds out his wrist.) I dare say you'll find it racing a bit. The feeling I've got is rather on the feverish side. Ah! the pulse soon tells, don't it? I know a man who—

What? You surprise me. Absolutely normal? Is it, indeed?

Oh, no. Of course, is you say so, I believe it.

No.

Not at all.

Never in my life.

Oh, come, Doctor, it's rather early to say that, isn't it? I guessed that my case was a pretty difficult one. I realised that there might be complications. I never supposed that you'd be able to—or give it a name all in a minute. But to turn round and tell me I'm perfectly well—that's simply running away from it. Why don't you ask me more questions? You've got a stethoscope—why don't you examine my heart?

Very likely. Still, it would relieve my anxiety if you did. (Takes off coat and waistcoat.) And I'll tell you why—I've thought all along that this might be some subtle, masked form of brain-mischief.

Yes, I know perfectly well that my brain's not in my chest—why, then, one of the things you learn at school. All the same, everything's connected with everything else, isn't it?

Very well, I promise you. If you find my heart's all right, I won't bother you any more, and I'll take your word for it there's nothing the matter. Now then, how do I stand? Like this? Right. (Business of stethoscoping.)

What? Well, you haven't taken long about it. (Putting on coat and waistcoat, as if rejecting offer of assistance.) Thanks, I can manage.

Well, I must keep my word. It's a bit disappointing. I did think that with a stethoscope you would have found something, if you'd been really trying. However, I won't bother you any more. Of course, if for your own satisfaction you said you'd like to take my temperature, I shouldn't mind.

Remind you of what?
Lady Caroline and the thermometer—no, I never heard that one. Come on. Let's have it.

O, stuff and nonsense! I shan't tell anybody, and you needn't give the real names. Besides, I shall have been really good for you. You positively must. Ah, that's right.

(He draws his chair closer. Listening intently.)

All right. Call him anything—call him Smith.

I see.

Yes, yes.

But what has she done with the other one?

(Roars of laughter.)
Oh, that's good. That's one of the best. That's absolutely perfect. (With sudden seriousness.) But doctor, you know, this sort of depression of mine is no laughing matter.

Yes, that's true. I hadn't meant to allude to it again. But I don't like to leave it like this. You see, you haven't even suggested anything.

Come now, that's better. I shouldn't wonder if a tonic did me a lot of good. You'd like to write the prescription; you'll find ink and everything here.

(Business of establishing the Doctor at the writing-table. Patient leaves him; then turns abruptly.)
"Good Lord! I've gazed on Celia's—"
"Good Lord! I'd forgotten I left it there. All right, Doctor. I admit it. I did it. It's my poetry. No one is to blame but myself."

Depends what you mean by "going on for long." It's been going on ever since I met her. (Drags paper from his pocket.) This is one I did yesterday. It's called "To Celia's Eyes." I'll read you a couple of it: "Whenever I gaze on Celia's—"

No, it's not at all the same one you've got there. It's only that there's a bit of a coincidence about the first lines. This one is much more finished.

"Whenever I gaze on Celia's lovely eyes, They always seem to take me by surprise. They are as blue as the sky above, And enough to make any man feel the power of—"

All right; if you don't want to hear it, you needn't.

Yes, I admit I ought to have told you about it before. It's a mistake to have any secrets from one's doctor. But I have no wish to be regarded as a poet. It would ruin me in my career. I depend upon your professional discretion.

I've no doubt it would make a very good story. So did Lady Caroline and the thermometer. A little mutual forbearance, eh?

Then, that's settled.

You surprise me. I'd no idea you would regard these poems as symptomatic. Then you know what my disease is. Tell me quickly, Doctor. Whatever it is, I can bear it.

I'm in love, am I? Yes, I'd been half afraid of it. Doctor, what is to be done? Is there any certain cure for love?

There is? What is it?

It's all very well to say Matrimony, but how's one to like a girl to get there? I'm nothing to look at. Intellect, I should say; very little above the average. No particular position.

Yes; but there are three good lives between me and that. Besides, there is the girl herself to be considered. I suppose you don't know who the girl is?

How on earth did you know?

Of course. The names on the poems. What a Sherlock Holmes you are.

Everybody knows it! Somehow, I always seem to be the last person to hear of anything. But, as I was saying even if I were the Emperor of Timbuctoo, it wouldn't be much good if the girl had taken a dislike to me. Now, I'll give you an instance. I told her that I should stop in this morning, and she hinted that she might do the same. Not a bit of it. Wouldn't hear of it. She was going with the rest.

What's that?

Just as you came in? Why on earth can't girls say what they really mean? Whereabout in the garden was she?

Why, that's just by this window. What a lot of time I waste to get there! (He goes to the window.)

Yes, there she is, reading some rotten book. If she'd only look up—ah! (He smiles and waves his hand, and returns hurriedly to the Doctor.)

Doctor, I can't thank you enough. You've done me a lot of good. Now I positively must not waste one moment of your time. I know how valuable it is. Sure you won't have a cigar to smoke on your way back?

No, don't bother about the prescription. That will be all right. And, I say, you'll excuse me if I don't see you further than this door? You know your way, of course. The fact is, that this is rather a busy morning with me. See you on Wednesday at the golf—I've got a rotten handicap myself. Many thanks, again. Good-bye. (Business of shaking hands. The Patient opens and closes door C. The Doctor quickly to the window and calls down.)

I say, should I be too much of an interruption? Thanks, awfully. I'll jump for it.—*Daily Chronicle Summer Number.*

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FLOODS AND DESTRUCTION.

(From Our Correspondent.)

CANTON, August 11.
On the night of the 31st day of the present Chinese month, the Sui river, which runs through the North West of the Canton province, suddenly rose to an abnormal height owing to heavy rains and overflowed its banks. The usual results followed. Houses and other property were washed down before the torrents, and the whole place became a scene of indescribable confusion.

The report says that men and women boys and aged slaves were drowned and were carried down engulfed in the surging waters. Those who had boats were fortunate enough to escape, and at the same time in some cases were able to assist others, who were less fortunate. The following morning, it is said, that in one corner alone there were more than ten dead bodies found heaped together, and this was not confined to one spot. In fact the result of so many dead was that the surrounding air was polluted. In fact the waters engulfed the villages, along the banks of the Sui river as it flowed through the Kwang Ning district, and also affected the district of Ko Shui. Fortunately the populous city of Sze Yui was saved though at one time threatened. Some embankment gave way but the damage was not so serious.

HOMEWARD MAILS.

An Accelerated Service.

The Canadian Pacific Railway Company has just concluded an arrangement with the British Postal authorities for an accelerated mail service between Hongkong and England, over the popular Canadian route. Under the new arrangement the "Empress" boats will leave Hongkong on Thursdays at 4 p.m. instead of the usual Wednesday mid-day sailings. The first steamer to take up the fast service will be the "Empress of India," which will leave Hongkong on August 30, at 4 p.m., and she will be followed by the "Empress of Japan," September 27, and "Empress of China," October 25.

The steamers will call at Shanghai, Nagasaki and Kobe, before arriving at Yokohama, and the run from Hongkong to Yokohama will be accomplished, including stops, well under seven days, while from Hongkong to Vancouver the schedule time is 18 days, and the entire trip to England in about 21 days—about the same time as via Suez.

A special fast mail train will be awaiting the arrival of the "Empress" boats at Vancouver, by which mails and passengers will be carried across Canada to Quebec, there joining one of the new fast Atlantic "Empress" steamers ("Empress of Britain" and "Empress of Ireland," 14,500 tons). From Quebec to Liverpool will take less than seven days.

The St. Lawrence River Route has, apart from its natural beauties, the advantage of considerably lessening the actual ocean voyage and already the new Atlantic "Empresses" have established a name for their excellent steadiness and general seagoing qualities.

On the outward voyage, the first steamer to leave Vancouver under the new fast service will be the "Empress of China," sailing thence on September 4, passengers and mails for her having left Liverpool by the "Empress of Ireland" on August 24. The "Empress of China" is due at Yokohama on September 16 and Hongkong on September 23. This sailing will be followed by the "Empress of India" and "Empress of Japan" at intervals of 28 days, and subsequent departures will be announced in due course.

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THE FAR EAST.

Points from the Press.

THE CHIT SYSTEM.

In Shanghai, at least, remarks the *Peking and Tientsin Times*, the chit system has received a blow which may or may not prove effective in reducing to some extent the evil brought about by the ruling state of things, but which in any event will decide whether or not it is possible to abolish the system throughout the Far East. A well known hotel in Shanghai is endeavoring to make a break with the past and advertises that from the 1st of August chits will no longer be accepted in its bars and dining rooms, and that the management intends to cater for cash trade only in future. It is possible of course that a short time may show the experiment to be a failure, but should it succeed in Shanghai it is certain to be adopted in other China coast ports of less importance with equal success. It is however not only in bars and dining rooms that the system wants to be abolished, but in stores the encouragement of cash trade and the discouragement of credit would have good effect. This is done, we are aware, in certain stores in Tientsin already, and that together with the fact that one hotel proprietor has taken the lead, an example that was badly needed, may bring within the bounds of possibility the entire disappearance of a system which is undoubtedly pernicious in its effects.

THE KEEPING OF THE DEAD.

As most of our (*P. and T. Times*) readers doubtless know, it is Chinese custom to retain the coffin of a dead member of the family on the premises for a considerable time after death, the period varying in different localities and being also determined by the station in life of the bereaved family. In Peking the period is invariably much shorter than in Tientsin, ranging as a rule from five to eleven days, and rarely exceeding a fortnight. In Tientsin on the other hand the period runs from a week to as long as three months. In the case of the well-to-do the courtyard is covered with matting and the enclosed space converted into an ornate chamber of death with the usual decorations, and in this place priests offer daily services and mortuary and friends of the deceased are regaled with burial meals. In the case of the poorer classes and those of limited means, the back yard or compound without any covering, awaiting burial. Exposed to all weathers and in close proximity to the dwelling rooms and neighbour's houses it can easily be realised that this custom presents a serious menace to the public health and comfort especially in the summer months. This fact has at last been appreciated in Peking where orders have now been issued by the Board of Police against the practice of retaining coffins on the premises beyond three or four days at the outside. If such a regulation is found necessary for Peking it must be doubly so for Tientsin where, as we have already said the period of retention is considerably longer. We shall hope to hear shortly that the matter has been taken up in Tientsin and a practical and sanitary compromise displayed in disposing in a suitable manner of lifeless clay. To now arrivals from home the quick succession of funeral to death comes with an uncomfortable shock, but a short residence in the Orient quickly dulls sentiment on this point and the sound practicality of the arrangement possesses the mind instead, not only on sanitary grounds but as curtailing that period of heart broken woe and horror which sensitive mourners at home so often undergo in the days preceding the funeral.

SUBMARINE DESTROYER.

An American Invention.

The resources of civilisation will, it appears, shortly be increased by the manufacture of a submarine destroyer, patents for which are pending in several countries. The craft is the invention of Mr. Lewis Nixon, a shipbuilder and the designer of many United States warships. It has a device which renders it impossible for a torpedo or submarine to approach within a mile of it, without being seen or heard. Alcohol constitutes the motive power of the destroyer, which can be carried on the docks of battleships or cruisers. Mr. Nixon says that his invention will be able to sink a battleship, as well as ward off torpedoes.

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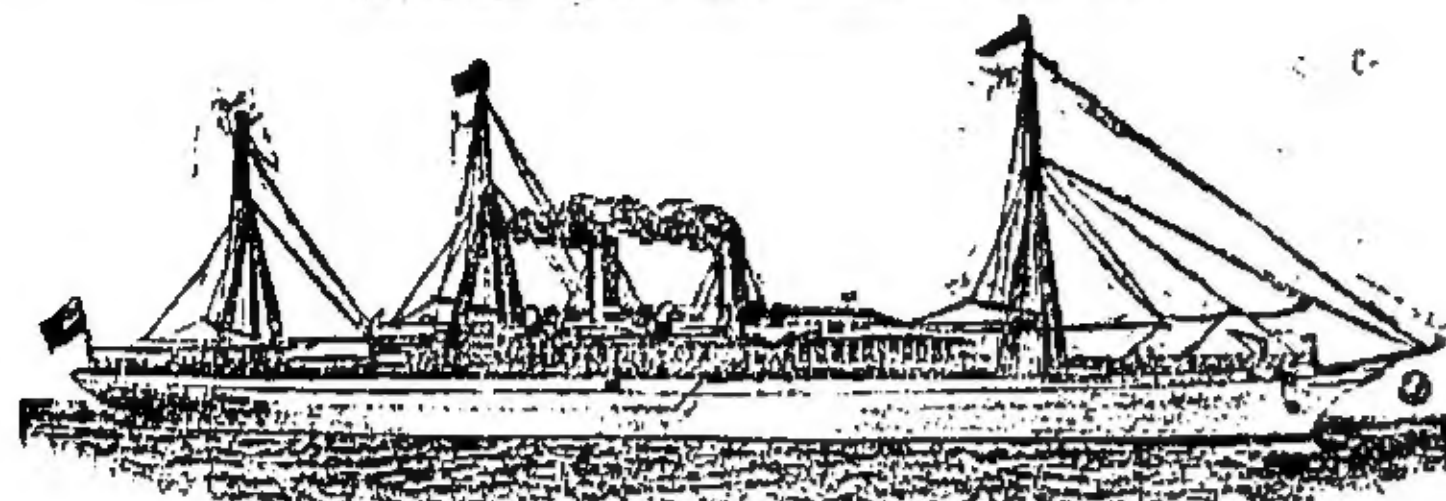
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YOKOHAMA, via SHANGHAI, MOJI & KOBE	SOCOTRA	About 19th August	Freight only.
SHANGHAI, MOJI & KOBE	OCEANA	About 23rd August	Freight and Passage.
YOKOHAMA	DELHI	25th August	Freight and Passage.

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EMERALD	Wednesday, Oct. 31	Nov. 20

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DESTINATIONS	VESSELS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	WAKASA MARU, Tons 6,265; HAKATA MARU, Tons 6,186; SADU MARU, Tons 6,227	WEDNESDAY, 22nd Aug., at Daylight; WEDNESDAY, 6th Sept., at Daylight; WEDNESDAY, 19th Sept., at Daylight.
VICTORIA, B.C., and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE and YOKOHAMA	KAGA MARU, Tons 6,301; SHINANO MARU, Tons 6,359	MONDAY, 20th Aug., at 4 p.m.; MONDAY, 17th Sept., at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU, Tons 6,539, Capt. E.W. Haswell	FRIDAY, 7th Sept., at 4 p.m.
BOMBAY, via SINGAPORE AND COLOMBO	RIJUN MARU, Tons 4,806; KAGOSHIMA MARU, Tons 4,466	TUESDAY, 14th Aug., at 4 p.m.; TUESDAY, 28th Sept., at 4 p.m.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN PACIFIC RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships
MINNESOTA - DAKOTA

28,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG
And SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA'	Captain J. H. RINDER	On FRIDAY, 7th Sept., at Noon.
'DAKOTA'	Captain E. FRANCK	On TUESDAY, 10th OCTOBER, at Noon.

† Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

† LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

† Twin-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

† For convenience of coastwise cabin passengers steam tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

† For full information regarding freight or passage apply to:

NIPPON YUSEN KAISHA, Agents.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	ANTONIO	13th August
GLASGOW AND LIVERPOOL	ANTONIO	23rd "
GLASGOW AND LIVERPOOL	BELLAPHON	30th "
GLASGOW AND LIVERPOOL	KENT	6th September
GLASGOW AND LIVERPOOL	TESSAL	13th "
GLASGOW AND LIVERPOOL	MACHON	20th "
GLASGOW AND LIVERPOOL	MOTUNE	27th "
GLASGOW AND LIVERPOOL	AGAMINON	4th "
GLASGOW AND LIVERPOOL	AGAMINON	11th "
GLASGOW AND LIVERPOOL	AGAMINON	18th "
GLASGOW AND LIVERPOOL	AGAMINON	25th "
GLASGOW AND LIVERPOOL	AGAMINON	1st "
GLASGOW AND LIVERPOOL	AGAMINON	8th "
GLASGOW AND LIVERPOOL	AGAMINON	15th "
GLASGOW AND LIVERPOOL	AGAMINON	22nd "
GLASGOW AND LIVERPOOL	AGAMINON	29th "

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	ORFÈS	14th August
LIVERPOOL DIRECT	TYDES	20th "
LONDON, AMSTERDAM & ANTWERP	ACHILLES	28th "
MARSEILLES, HAVRE & LIVERPOOL	ALCIBIOS	3rd "
LONDON, AMSTERDAM & ANTWERP	DIOMEDE	11th September
GENOA, MARSEILLES & LIVERPOOL	PELEUS	20th "
LONDON, AMSTERDAM & ANTWERP	ANTONIO	27th "
HAVRE, ROTTERDAM & LIVERPOOL	ANTONIO	4th "
HAVRE, ROTTERDAM & LIVERPOOL	ANTONIO	11th "
HAVRE, ROTTERDAM & LIVERPOOL	ANTONIO	18th "
HAVRE, ROTTERDAM & LIVERPOOL	ANTONIO	25th "
HAVRE, ROTTERDAM & LIVERPOOL	ANTONIO	1st "
HAVRE, ROTTERDAM & LIVERPOOL	ANTONIO	8th "
HAVRE, ROTTERDAM & LIVERPOOL	ANTONIO	15th "
HAVRE, ROTTERDAM & LIVERPOOL	ANTONIO	22nd "
HAVRE, ROTTERDAM & LIVERPOOL	ANTONIO	29th "

TRANS-PACIFIC SERVICE.

Operating in Connection with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST	TYDES	1st September
SAKI, KOBE & YOKOHAMA	NICHOW	29th September

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	TYDES	12th August
SAKI, KOBE & YOKOHAMA	NICHOW	29th September

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
WEI-HAI-WEI & TIENSIN	BIUCHOW	13th August
SHANGHAI	SHAOHENG	13th August
MANILA	TEAN	14th August
NINGPO, SHANGHAI & VLADIVOSTOK	PAOTING	17th August

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australia Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and midships. Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	R. Almond	Manila	SATURDAY, 18th August, at 12 o'clock Noon.
ZAFIRO	2540	R. Rodger	Manila	26th August, at 12 o'clock Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co.

General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.
(With LIBERTY TO CALL AT THE MALABAR COAST.)

Steamship	Tons	Captain	For	Sailing Dates
S.S. JOHN HARDIE	2540	R. Almond	Manila	SATURDAY, 18th August, at 12 o'clock Noon.
S.S. SOUTH AMERICA	2540	R. Rodger	Manila	26th August, at 12 o'clock Noon.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

'GLEN' LINE OF STEAMERS.
FOR LONDON AND HAMBURG.

THE Steamship GLENTURRIT.
Captain R. Wessley, will be despatched on or about TUESDAY, 14th August.

For Freight and Passage, apply to
McGREGOR BROS. & CO.,
Hongkong, August 1, 1906.

THE ORIENTAL PACIFIC LINE.
FOR KOBE, YOKOHAMA AND SAN FRANCISCO.

THE Steamship TONAWANDA.
will be despatched for the above ports on or about MONDAY, 20th August.

For freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Hongkong, August 6, 1906.

Shipping.

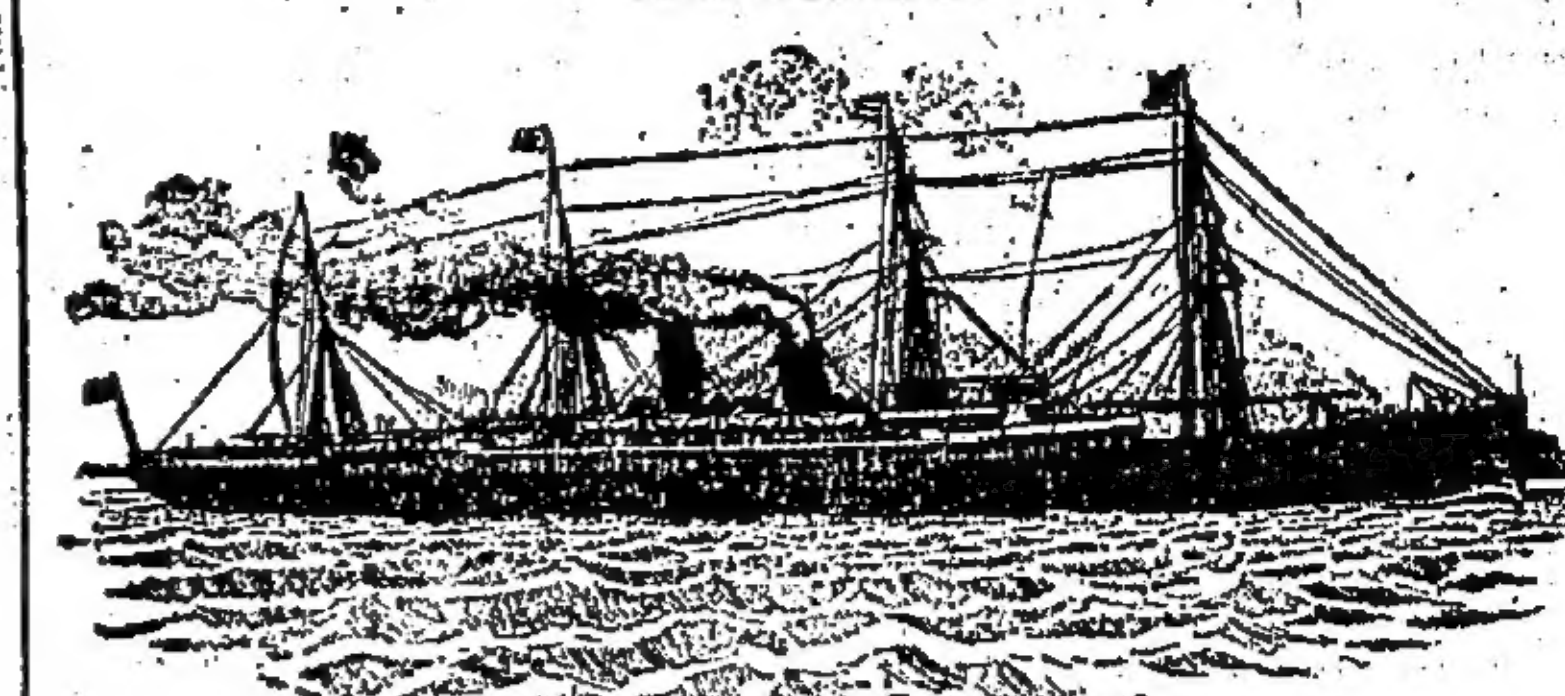
PACIFIC MAIL S.S. CO.,

OCCIDENTAL AND ORIENTAL S.S. CO.,

TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via Honolulu, on Oahu, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	Tons	Captain	To SAIL
SIBERIA	18,000	Gross Tons	TUESDAY, 14th Aug., at Noon.
CHINA	16,200	"	TUESDAY, 21st Aug., at Noon.
MONGOLIA	11,000	"	TUESDAY, 28th Aug., at Noon.
NIPPON MARU	11,000	"	TUESDAY, 4th Sept., at Noon.
DORIC	9,500	"	FRIDAY, 14th Sept., at Noon.
MANCHU	27,000	"	SATURDAY, 22nd Sept., at Noon.
HONGKONG MARU	11,000	"	TUESDAY, 2nd Oct., at Noon.
KOREA	18,000	"	FRIDAY, 12th Oct., at Noon.
AMERICA MARU	11,000	"	TUESDAY, 2nd Oct., at Noon.

RECORD FAST TRIP.

Yokohama to San Francisco, S.S. KOREA, 18,000 tons. September 15-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, S.S. SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, S.S. SIBERIA, calling at Midway Islands and Honolulu on route, August 18th-31st, 1905, 13 days, 18 hours.

Yokohama to San Francisco, S.S. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE P. M. Steamship SIBERIA will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 14th August, 1906, at Noon, taking cargo to Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	To SAIL
ARABIA	4483	MEYERSTEIN	Aug. 14, at Daylight.
ARAGONIA	5198	ERST	Sept. 3, at Daylight.
NIOMEDIA	4370	G. MEINER	Sept. 16, at Daylight.
NUMANTIA	4370	FEDTMANN	Oct. 9, at Daylight.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
† SHANGHAI, via SWATOW, CHOWANG	SUNDAY	Aug. 12, Daylight.
† SINGAPORE, PENANG AND CALCUTTA	SUISANG	Aug. 14, at 3 P.M.
† MANILA	YUENSANG	Aug. 17, at 4 P.M.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

† Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING-AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	To SAIL
TREMONT	9606	T. W. Garfield	22nd August.
* ALADES	3763	F. G. Partridge	About 15th Sept.
* VRA	4417	O. V. Williams	20th September.
SHAWMUT	9606	E. V. Roberts	24th October.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw S.S. Steamers Tremont and Shawmut are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels

ensures steadiness at sea. Electric fan in each room. Barber's shop and steam bath.

† Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

JENSEN'S BUILDINGS.

Dodwell & Co. Limited, GENERAL AGENTS.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI & FUOOHON.

THE Company's Steamship

HAIMUN.

Captain A. J. ROSSON, will be despatched for the above Ports on TUESDAY, the 14th Inst., at Noon.

For Freight or Passage, apply to

DOUGLAS, LAFFRAIK & Co., General Managers.

Hongkong, August 10, 1906.

NIPPON YUSEN KAISHA.

HONGKONG, SWATOW, BANGKOK LINE.

FOR SWATOW AND BANGKOK.

THE Chartered Steamship

KANJU MARU.

Captain K. H. HARRISON, will be despatched for the above Ports on TUESDAY, the 14th August, at 3 p.m.

For Freight & Passage, apply to

NIPPON YUSEN KAISHA, Prince's Building.

Hongkong, August 10, 1906.

COMPAGNIE DES MESSEGERIES MARITIMES.

FOR

MARSEILLES, HAVRE AND

ANTWERP (DIRECT), via SAIGON.

THE Company's Steamship

EUPHRATE.

(7,300 Tons Gross)

Captain Dier, will be despatched as above on or about the 15th August, 1906.

This steamer has accommodation for Passengers and carries a duly qualified Doctor.

For information as to Passage & Freight apply to

G. DE CHAMPEAUX, Agent.

Hongkong, August 10, 1906.

TOYO KISEN KAISHA

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN

HONGKONG AND SOUTH AMERICAN

PORTS.

Proposed Sailing from Hongkong to

CALLAO, IQUIQUE, VALPARAISO,

via JAPAN PORTS (Kobe & Yokohama).

Steamers Tons Sails About

KASADO MARU 6000 Aug. 17, at Noon.

GLENFARG

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO PORTS AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	Hongkong	from Colombo to	Marseilles (Brindisi)	Plymouth (London)
Colombo		Marseilles & London (1 day earlier)		
DELHI	Aug. 25	VICTORIA	Sept. 23	Saturday, Sept. 30
MALTA	Aug. 25	MADEIRA	Oct. 7	Oct. 14
DEVANHA	Aug. 29	CHINA	Oct. 21	Oct. 28
OCEANIA	Aug. 29	INDIA	Nov. 3	Nov. 10
DELHI	Aug. 30	MONGOLIA	Nov. 17	Nov. 24
DELHI	Aug. 30	BEITANIA	Dec. 1	Dec. 8
DELHI	Aug. 30	MOLTA	Dec. 15	Dec. 22
DELHI	Aug. 30		1907	1907
MALTA	Dec. 1	HIMALAYA	Dec. 29	Jan. 5
DEVANHA	Dec. 1	MOLTA	Jan. 12	Jan. 19
DELHI	Dec. 1	VICTORIA	Jan. 26	Feb. 2

* The "Oceania" proceeds through, and takes passengers for Marseilles and London without transshipment.
 * The "Devanha" proceeds through, and takes passengers for Marseilles and London without transshipment.
 * The "Molta" proceeds through, and takes passengers for Marseilles and London without transshipment.
 * The "Himalaya" proceeds through, and takes passengers for Marseilles and London without transshipment.
 * The "Beitania" proceeds through, and takes passengers for Marseilles and London without transshipment.
 * The "Molta" proceeds through, and takes passengers for Marseilles and London without transshipment.

LONDON,

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	Hongkong	from Colombo to	Marseilles (Brindisi)	Plymouth (London)
Colombo		Marseilles & London (1 day earlier)		
MUEIA	Aug. 15		Oct. 1	1
SUNDA	Aug. 15		Oct. 1	1
JAVA	Aug. 15		Oct. 1	1
MANILA	Aug. 15		Oct. 1	1
MILE	Aug. 15		Oct. 1	1
SUMATRA	Aug. 15		Oct. 1	1
NAMUR	Aug. 15		Oct. 1	1
BORNEO	Aug. 15		Oct. 1	1

These Steamers call also at Singapore, Penang, Malacca, and at Malacca or Malacca.
 * Carry only First Class Passengers.
 * The "Mueia" and "Sunda" are fitted with electric light.
 * The "Java" and "Manila" are fitted with electric light.
 * The "Mile" and "Sumatra" are fitted with electric light.
 * The "Namur" and "Borneo" are fitted with electric light.

HAMBURG-AMERIKA LINIE.
EAST ASIATIC SERVICE.
HOMELINE.

OUTWARD.

Steamers	Destination	To Sail
SLAVONIA	SHANGHAI, YOKOHAMA & KOBE.	14th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA & KOBE.	28th August.
SUEVIA	SHANGHAI, YOKOHAMA & KOBE.	5th Sept.
SEGOVIA	SHANGHAI, YOKOHAMA & KOBE.	13th Sept.

HOMeward.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, GENEVA, PARIS, BRUSSELS, CLERMONT, THIERY, OMA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

Steamers	Destination	To Sail
SPEZIA	HAVRE and HAMBURG. via Singapore, Penang & Colombo.	21st Aug.
SILESIA	NAPLES, HAVRE and HAMBURG. via Singapore, Penang & Colombo.	4th Sept.
HELVETIA	HAVRE and HAMBURG. via Singapore, Penang & Colombo.	6th Sept.
SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG. via Singapore, Penang & Colombo.	18th Sept.
SENEGAMBIA	HAVRE and HAMBURG. via Singapore, Penang & Colombo.	End Oct.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins airship. Lighted throughout by electricity, duly qualified Doctor and Stewards, on board.

COAST SERVICE.

Steamers	Destination	To Sail
DAPHNE	NAGASAKI and VLADIVOSTOK.	Beginning of Sept.
ITHAKA	SHANGHAI, NAGASAKI & VLADIVOSTOK.	15th August.
LYDIA	SHANGHAI and CHINKIANG.	To follow.
KOWLOON	SHANGHAI and CHINKIANG.	To follow.

* Taking Cargo at through rates to SHANGHAI and CHINKIANG.
 * For Freight and Passage, apply to
 For Steamers of the Coast Service marked * to
 SIEMSEN & CO. HONGKONG OFFICE. 318

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
 BETWEEN HONGKONG, SOUTH CHINA
 COAST PORTS AND FORMOSA.
 PROPOSED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

The Co's s.s.	For	Leaving
JOSHIN MARU, Capt. H. Ohta.	TAMU, via SWATOW AND AMOY.	SUNDAY, (Aug. 12, at 10 a.m.)
SOSHU MARU, Capt. T. Surova.	SHANGHAI, via SWATOW, AMOY AND FOOSHOW.	WEDNESDAY, (Aug. 15, at Noon)
MASAN MARU, Capt. S. Tsugami.	TAMU, via SWATOW AND AMOY.	SUNDAY, (Aug. 19, at 10 a.m.)

These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unrivaled Table.
 * Taking Cargo on Through Bills of Lading to all Yangtze and Northern China Ports.
 * For Freight, Passage and further information, apply at the Co.'s local Branch Office at Szechoo Road, No. 1, Queen's Building.
 T. ARIMA, Manager.

Shipping.

IMPERIAL
GERMAN
MAIL
LINES.

NORDDEUTSCHER LLOYD—BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.
 TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES, 1906.
PRINZ REGENT LUTPOLD	WEDNESDAY, 15th August.
PRINZ METEL FRIEDRICH	WEDNESDAY, 22nd August.
SAHSEN	WEDNESDAY, 12th Sept.
PRINZ HEINRICH	WEDNESDAY, 26th Sept.
GRINSEAU	WEDNESDAY, 10th Oct.
PRINZ LUDWIG	WEDNESDAY, 24th Oct.
PRINZESS ALICE	WEDNESDAY, 7th Nov.
PRINZESS	WEDNESDAY, 21st Nov.

ON WEDNESDAY, the 15th day of August, 1906, at Noon, the Steamship PRINZ REGENT LUTPOLD, Captain Krimm, with MAILED PASSENGERS, SPOILS AND CARGO, will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on MONDAY, the 13th August, Cargo and Spoils will be received on Board until 5 p.m. on TUESDAY, the 14th August, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 14th August.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$9.50, and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid accommodation and carries a Doctor and Stewards. Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
To Naples, Genoa and Gibraltar	\$61.0.0.	\$42.0.0.	\$22.0.0.
RETURN	91.0.0.	63.0.0.	31.0.0.
To Southampton, London, Bremen and Hamburg	65.0.0.	44.0.0.	24.0.0.
RETURN	97.0.0.	66.0.0.	36.0.0.
To New York, via Suez, via Naples, Genoa or Gibraltar	64.0.0.	44.0.0.	26.0.0.
RETURN	116.0.0.	79.0.0.	47.0.0.
To Bremen or Southampton	68.0.0.	46.0.0.	27.0.0.
RETURN	123.0.0.	83.0.0.	48.0.0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUJI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES, 1906.
WILLERHOD	4763 tons, TUESDAY, 21st Aug.
PRINZ WALDEMAR	3271 tons, TUESDAY, 18th Sept.
PRINZ SIGISMUND	3302 tons, TUESDAY, 16th Oct.

ON TUESDAY, the 21st day of August, at Noon, the Steamship WILLERHOD, Captain Ockers, with Mails, Passengers, and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

STEAMERS	1st Class	2nd Class	3rd Class
To MANILA	\$60.0.0.	\$40.0.0.	\$20.0.0.
To NEW GUINEA	\$60.0.0.	\$40.0.0.	\$20.0.0.
To BRISBANE	\$60.0.0.	\$40.0.0.	\$20.0.0.
To SYDNEY	\$60.0.0.	\$40.0.0.	\$20.0.0.
To MELBOURNE	\$60.0.0.	\$40.0.0.	\$20.0.0.
To YOKOHAMA	\$60.0.0.	\$40.0.0.	\$20.0.0.
To KOBÉ	\$60.0.0.	\$40.0.0.	\$20.0.0.
To YOKOHAMA & back from KOBÉ	\$140.0.0.	\$90.0.0.	\$50.0.0.

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG 1st Class

To Europe via Australia and Colombo by Imperial Mail Steamer ... \$97.0.0.
 To Europe via Australia and America ... 96.0.0.
 (from Australia to New York via Vancouver by the O. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For	STEAMERS	ABOUT	1906.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	SACHSEN	WEDNESDAY, Aug. 15.	
Do	PRINZ HEINRICH	WEDNESDAY, Aug. 29.	
YOKOHAMA & KOBÉ	PRINZ WALDEMAR	WEDNESDAY, Aug. 29.	

* Reaching Yokohama in less than 6 Days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG,

via Vancouver or San Francisco to NEW YORK by the C. P. R. Co.'s steamers, P. M. S. Co., O. & S. Co., T. K. R. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:—

1st Class	2nd Class	3rd Class
to London via Plymouth or Southampton	\$92.0.0.	\$63.0.0.
to Bremen	91.0.0.	62.0.0.
to Paris via Cherbourg	95.0.0.	65.0.0.
to Naples, Genoa, via Gibraltar	95.0.0.	65.0.0.

For further Particulars, apply to Norddeutscher Lloyd.

MELCHERS & CO., Agents.

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Despatch of each English and French Mail Steamer to Europe.

FULL REPORTS

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DR. HARRY FONG,

AMERICAN TRAINED DENTIST.
 ELECTRICAL and Latest Improved
 51, QUEEN'S ROAD CENTRAL.
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DR. M. H. CHAUN,

THE Latest Method of the AMERICAN SYSTEM OF DENTISTRY.
 57, DES VOGES ROAD CENTRAL.
 From the University of Pennsylvania, U.S.A.
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Surgeon Dentist,
 No. 14, D'AGUIAR STREET.
 TERMS VERY MODERATE.
 Consultation Free.
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Shipping.

EASTERN & AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to Adelaide, New Zealand, Taranaki, &c.)

THE Steamship EASTERN,

Captain POWELL, will be despatched as above on SATURDAY, the 1st September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.
 A Stewardess and a daily qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
 Hongkong, August 2, 1906. 1555

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
 (With Liberty to call at Malabar Coast.)

THE Steamship FOXLEY,

Captain BURTON, will be despatched for the above ports on or about TUESDAY, the 4th September.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.
 Hongkong, August 8, 1906. 1591

Notices to Consignees.

NOTICE TO CONSIGNEES.
 FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Gregory Spear, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 4 p.m. of the 13th Inst., 1906, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON, & Co., Ltd., Agents.
 Hongkong, August 10, 1906. 1598

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Suissang having arrived from the above Ports Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 10th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, August 8, 1906. 1575

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP EROLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODD & Co., Ltd., Agents.

Hongkong, August 7, 1906. 1579

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENLIDI.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 16th August, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th August, at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, August 8, 1906. 1589

Notice to Consignees

BROOKBANK LINE TO THE FAR EAST.

NOTICE TO CONSIGNEES.
 FROM ANTWERP, LONDON AND SINGAPORE.

THE Company's Steamship Pindari, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 17th August, 1906, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th August, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, August 10, 1906. 1602

NOTICE TO CONSIGNEES.

STEAMER CALEDONIAN.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON ex s.s. Orme; from HAVRE ex s.s. Orme; from BORDAUX ex s.s. Orme; from BORNEO, in connection with above steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 p.m., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining undelivered after MONDAY, the 13th August, at Noon, will be subject to rent landing charges.

All claims must be sent in to me on or before the 13th August, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 13th August, at 3 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.
 Hongkong, August 6, 1906. 1575

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MALTA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong

Vessels Advertised as Loading

VENUE. AGENTS.

Bremen, V. Ports of Call	Prinz Regent Luitpold	Melchers and Co.,	Aug. 13, at Naur.
Bremen, V. ports of call	Prinz Karl Friedrich	Melchers & Co.,	Aug. 14, at Naur.
Bremen, V. ports of call	Foxley (b)	Arnhold, Karberg & Co.	Aug. 14, at Naur.
Callao, Iquique & Japan	Kawado Maru (b)	Toyok Kinshi	Aug. 17, at Naur.
Liverpool Direct	Tydoos (b)	Hunzardell & Wm.	Aug. 21
Havre & Hamburg	Spizla (b)	Hamburg-Amkka Linie	Aug. 21
Naples, Havre, Y. & C.	Spizla (b)	Hamburg-Amkka Linie	Aug. 21
Havre & Hamburg	Holvatia (b)	Hamburg-Amkka Linie	Aug. 21
Kobe, Y. & San Francisco	Funawanda (b)	Shewan, Thomas & Co.	Aug. 21

Koke & Yokohama	Prinz Waldemar (s)	Melchers & Co.	about Aug. 23
Liden, Am'dam, A'erp	Orestes (s)	Butterfield & Swire	about Aug. 23
Liden, Am'dam, A'erp	Adelphi (s)	Butterfield & Swire	about Aug. 28
London, A'erp	Nulia (s)	P. & O. S. N. Co.	Aug. 25 No
London, A'erp	Nulia (s)	P. & O. S. N. Co.	about Aug. 26
London and Hamburg	Glenturret (s)	McGregor Bros. & Co.	about Aug. 14
Marseilles, r. Saigon.	Euphrates (s)	Messageries Maritimes	about Aug. 15
Mars, Havre & Lyool.	Alcibiades (s)	Butterfield & Swire	Aug. 30.
Manila, Am'lin Port.	Falouton (s)	Gibb, Livingston & Co.	Sept. 1, at Noon.
Manila, Am'lin Port.	Alfred (s)	Gibb, Livingston & Co.	Sept. 1, at Noon.
Manila, Am'lin Port.	Alfred (s)	Wharfedale & Co.	Sept. 22, daylight.
Manila, Am'lin Port.	Ernest Sumner (s)	Messageries Maritimes	Aug. 21, at 1 p.m.
Manila, Am'lin Port.	Ernest Sumner (s)	Messageries Maritimes	Aug. 22, daylight.
Manila	Ernest Sumner (s)	Messageries Maritimes	Aug. 21, at 1 p.m.
Manila	Zedra (s)	Shewan, Tomes & Co.	Aug. 18, at Noon.
Manila	Zedra (s)	Shewan, Tomes & Co.	Aug. 25, at Noon.
Manila	Teau (s)	Butterfield & Swire	August 14.
Manila	Yuen-sang (s)	Jardine, Matheson & Co.	Aug. 17, at 4 p.m.

New York & Suez Canal	Johai Bahau (s)	Doddwell & Co. Limited	About Sept. 8.
New York & Suez Canal	Johai Bahau (s)	Rutherford & Swire	August 17.
Ningbo & Shanghai	Paoiting (s)	Pacific Mail S.S. Co.	Aug. 14, at Npono.
San Francisco & Japan	Siberia (s)	Pacific Mail S.S. Co.	Aug. 21, at Npono.
San Francisco & Japan	China (s)	Pacific Mail S.S. Co.	Sept. 22, at Npono.
San F'cisco via Japan	Mongolia (s)	Poyo Kisen Kaisha	Sept. 4, wt Npono.
San Francisco & Japan	Nippon Maru (s)	Nippon Yusen Kaisha	Aug. 14, at 4 p.m.
S'pore C/o B. & B'ny	Rijun Maru (s)	Jaxline Muhlmann & Co.	Aug. 14, at 4 p.m.
S'pore, Penang & C'tto	Salsang (s)	D. Sassoon & Co.	Aug. 16, at 4 p.m.
S'pore, Pang, Calcutta,	Gaurora Apar (s)	Hamborg-Am'ka Linie	Aug. 18, at 4 p.m.
S'pore, Pang, Ch'na, &c.	America (s)	Hamburg-Am'ka Linie	Aug. 28.
Seattle & v. Shal.	Shanghai (s)	Molchers & Co.	About August 1.
Shanghai & Yokohama	Sarongia (s)	P. & O. S. N. Co.	About Aug. 19.
Shanghai, Kobe & Yama	Sengambia (s)	P. & O. S. N. Co.	About Aug. 19.
Shanghai, Kobe, Yama	Sachsen (s)	P. & O. S. N. Co.	About Aug. 23.
Shanghai, Moji & Kobe	Banca (s)	Rutherford & Swire	Aug. 17.
Shanghai, Moji, Kobe & Yama	Socotra (s)	Siemens & Halske	Aug. 15.
Shanghai, Moji & Yama	Cochina (s)	Portland & A. S. Co.	Aug. 15, Dwyll.
Shanghai & Vatoct.	Thaka's (s)	Portland & A. S. Co.	Aug. 14, Dwyll.
Shanghai & Shanghai	Chongking (s)	Fordland & A. S. Co.	Sept. 6, Dwyll.
Shatol and Portland	Oz Amoria (s)		

S'low, Amy & F'chow	Joshui Maru (e)	Oosaka Shosen Kaisha.	Aug. 12, at 10 a.m.
S'low, Amy & F'chow	Joshui Maru (e)	Oosaka Shosen Kaisha.	Aug. 15, at 10 a.m.
S'low, Amy & F'chow	Manan Maru (s)	Oosaka Shosen Kaisha.	Aug. 19, at 10 a.m.
S'low, Amy & F'chow	Haiman (e)	Douglas Lepark & Co.	Aug. 14, at Noon.
Swatow & Bangkok.	Kanju Maru (e)	Nippon Yusen Kaisha.	Aug. 14, at 3 p.m.
Victoria & Japan Ports	Bellerophon (e)	Burter's & Sons.	September 1.
Victoria, B.C., Seattle	Kaga Maru (e)	" " "	Aug. 20, at 4 p.m.
Victoria, B.C., Tacoma	Ramont (e)	Dowell & Co. Limited	August 22.
Victoria, B.C., Tacoma	Ploiadas (e)	Dodwell & Co. Limited	About Sept. 15.
Vancouver (B.C.), &	Empress of India (e).	Canadian P&E It. Co.	Aug. 22.
Vancouver (B.C.), &	Athenian (e)	Canadian P&E R. Co.	Sept. 5.
Weihaiwei & Tientsin	Hitchcock (e)	Buttford & Swire.	Aug. 13.

	<i>Stocks.</i>	<i>Shares.</i>	<i>Value.</i>	<i>up.</i>	<i>Cash.</i>
	<i>NAMES.</i>				\$350
Hongkong and Shanghai Bank Corp.	80,000	5	125	all	London, £92
National Bank of China, Limited ..	98,925	7	2	6	947
<i>MARINE INSURANCES.</i>					
Canton Insurance Office, Ltd.	10,000	25	3	60	\$345, sellers
China Traders Insurance Co., Ltd. .	10,000	83	3	60	\$101, buyers
North-China Insurance Co., Ltd. .	10,000	15	6		
Union Insurance Society, Ltd.	10,000	250	5	130	\$800, buyers
Yangtze Insurance Association, Ltd.	8,000	5	100	60	\$172½
<i>FIRE INSURANCES.</i>					
China Fire Insurance Co., Ltd.	20,000	5	100	20	\$91, buyers
Hongkong Fire Insurance Co., Ltd.	8,000	5	160	50	\$350, buyers
<i>DOCKS, ETC.</i>					
Hkong & Whampoa Dock Co. Ltd.,	50,000	5	50	all	\$153, sellers
Soo. Farwick & Co., Limited.	18,000	5	25	25	\$22, sellers
New Amoy Dock Co., Ltd.	10,000	5	64	81	\$18, sellers
Shanghai Dock and Eng. Co., Ltd. .	55,700	110	100	110	110
<i>STEAMBOATS, ETC., ETC.</i>					
China and Mandch. S. S. Co., Ltd. .	30,000	5	21	35	\$21, buyers
Panama Steamship Co., Limited	20,000	5	60	all	\$47

HK. C. and M. Steamboat Co., Ltd.	80,000	£	16	16	all	\$274, buyers
Indo-China S. N. Company, Limited.	60,000	£	10	10	all	\$71, buyers
Star Ferry Company, Ltd.	10,000	£	10	10	all	\$28, sellers
Shanghai Tug & Trading Co., Ltd.	500,000	£	1	1	1/2	\$7.6, sellers
Taku Tug and Lighter Co., Ltd.	8,800	£	50	50	Tls. 60	Tls. 60, sellers
Shanghai Tug & Lighter Co., Ltd.	300,000	£	1	1	1/2	\$7.6, sellers
do. Preference.	100,000	£	50	50	Tls. 50	Tls. 50, sellers
REFINERIES.						
China Sugar Corporation, Limited.	30,000	£	100	all		\$120, sellers
Eason Sugar Company Limited.	7,900	£	100	all		\$21, buyers
Perak Sugar Cultivation Co., Ltd.	7,000	£	50	Ts. 50	Tls. 111	
WHAVERIES.						
H.K. & Kow. Wharf & Godown Co.	50,000	£	50	all		\$16
Shanghai and Hongkong Wharf Co.	20,000	£	100	Tls. 100	Tls. 100	Tls. 236
LAND AND BUILDING.						
Hongkong Land Investment and Agency Company, Limited.	50,000	£	100	100		\$10, sellers
Shanghai Land Investment Co.	62,000	£	50	Tls. 50		Tls. 110
Kowloon Land and Building Co.	6,000	£	50	50		\$38
Wells-fair Land & Building Co., Ltd.	3,784	£	25	Tls. 25		Tls. 12, buyers
Hampshire Estate & Finance Co.	150,000	£	10	all		\$116
West Point Building Co., Limited.	12,500	£	50	50		\$50, sellers
RAILWAYS.						
H.K. High-Level Railways Co., Ltd.	1,250	£	100	all		\$235, buyers
SAVING.						
Société Française des Charbonnages du Tonkin.	16,000	£	25	all		\$450, Nominal
Ramb Asset, Gold Mining Co., Ltd.	300,000	£	1	1	1/20	\$7, s.a.l.e. & sellers
ROZES, ETC.						
Hongkong Hotel Company, Ltd.	12,000	£	50	all		\$7, s.a.l.e. & sellers
Amoy House Hotel Co., Ltd. (Yantai).	2,000	£	25	Tls. 25		Tls. 135
Arter House Hotel Co., Ltd. (Shanghai).	8,000	£	25	Tls. 25		\$314
UNREPAIRABLE.						
A. S. Watson & Co., Limited.	90,000	£	10	2		\$13
Watkins Limited	10,000	£	10	10		\$44, sellers
LIGHTING.						
H.K. and China Gas Co., Limited.	7,000	£	10	all		\$77, buyers
Shanghai Gas Co., Ltd.	9,000	£	50	Tls. 50		Tls. 122
Hongkong Electric Co., Limited.	63,000	£	10	10		\$15, sellers
SAVING.						
Green Island Cement Co., Ltd.	200,000	£	10	10		\$22, sellers

MISCELLANEOUS.						
Sells Asbestos Eastern Agency,	8,631	E	12/6	11/2	\$7,	
Ltd.	1,000,000	\$	10	\$	\$8. ex div.	
United Asbestos Oriental Agency,	1,000,000	\$	10	\$	\$6, ex div.	
Limited	15,000	\$	10	\$	\$8. sellers	
Hk. Steam Waterworks Co., Ltd.	25,000	\$	7 1/2	6	\$17. buyers	
Hongkong Ice Company, Limited	6,000	\$	25	all	\$236. buyers	
Shanghai Waterworks Co., Ltd.	7,230	E	40	E	\$1, buyers	
H'kong Rope Manufacturing Co., Ltd.	53,300	\$	1 1/2	\$	\$23. sellers	
Shanghai Cotton Spinning Co., Ltd.	125,000	\$	10	\$	\$14, buyers	
H'kong Cotton Spinning and Weaving Co., Ltd.	20,000	Fls.	50	Fls.	Fls. 73	
International Cotton Manufacturing Co., Ltd.	10,000	Fls.	100	Fls.	Fls. 75	
Kwang-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	Fls.	700	Fls.	Fls. 80	
Shoy Ocho Cotton Spinning Co., Ltd.	2,000	Fls.	500	Fls.	Fls. 300	
China Provident Loan Mortgage Co., Ltd.	300,000	\$	10	\$	\$3 buyers	
China Borneo Company, Ltd.	80,000	\$	12	\$	\$10	
Campbell, Moore & Co., Limited	1,200	\$	1 1/2	all	\$32	
Wm. Powell, Ltd.	5,000	\$	5	\$	\$101	
Shanghai and Hongkong Dyeing & Finishing Co., Ltd.	1,200	\$	50	\$	\$50	
South China Morning Post	6,000	\$	10	\$	\$18. buyers	
China Light and Power Company	50,000	\$	30	\$	\$10, sales & buyers	
Steam Laundry Company, Limited.	20,000	\$	5	\$	\$6	
UBAR COMPANIES.						
Philippine Co., Ltd.	67.50	\$	1	\$	\$10	
Alhambra Limited	300	\$	500	\$	\$100	
LOANS.	Amount.	Value.	Interest.	Quotation.		
Chinese Imperial 1888 n.Ts.	767,200	Ts.	2507 1/2 p. annum Par.			
VERNON and SMYTH, Share-Broker.						